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NEW FREIGHT REGULATIONS LISTED;  
IMPROVED WELDING MACHINE USED

FREIGHT REGULATIONS FIXED -- Buletinul Oficial, No 8, 16 Mar 49

At the Council of Ministers' meeting 12 March 1949, on the advice of the State Planning Commission and the Minister of Communications, it was decided to put into effect various regulations for freight traffic on Rumanian railroads. Freight was divided into two classes: Class 1, goods of primary importance to national economy; and Class 2, all other freight. The class into which freight is to be placed rests upon the decision of the State Planning Commission which considers the needs of the various ministries and communicates the results to the Department of Railroads. At least 60 percent of the monthly traffic will be Class 1 freight; at the most, 30 percent will be Class 2 freight; the remaining 10 percent will be reserved for transport of goods for the people or for other urgent freight which had not been foreseen.

All requests for rolling stock for Class 1 freight must be made by the appropriate ministries by the 5th of the preceding month, and the request must include all pertinent details -- type of freight, loading station and destination, weight, and purpose of shipment. The Department of Railroads will notify the interest ministries of steps which it will take to fulfill requests by the 12th of the preceding month. If the railroad can not handle the volume of freight in the course of normal traffic, it will notify the State Planning Commission, which will work out a plan for covering the shipment#.

SPECIAL TRACK-WELDING MACHINE -- Libertatea, No 1378, 17 Mar 49

The Bucharest Transit Company (STB) has put into operation for the first time a special machine for welding tracks. Invented by the Rumanian engineer, Miles, the machine weighs 12 tons and can make 20 - 25 weldings in 8 hours. Because of the high temperature electrically produced, the ends of the rails fuse to a perfect end-to-end weld. This weld makes riding more

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## PRESENTATION

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comfortable for passengers because there are no jolts from joints. Greater economy is achieved by the use of this machine, ~~since~~ the use of imported fish plates is not necessary (only cheap welding material is necessary), and rolling stock is worn less.

The machine is being used to construct a streetcar line from the Vergul Gate to the 23 August Metallurgical Plant. The line is to be completed by 1 May.

**FASTER TUGS CONSTRUCTED** -- Scanteia, No 1381, 22 Mar 49

A 200-horsepower tug was launched on 12 March 1949 at the "7 November" Shipyard in Galati, the third vessel of this class launched this year. Construction time was 200,000 hours as opposed to 230,000 hours for the two preceding tugs. Soviet technical methods and Soviet specialists were used in building the vessel. The propeller is protected within a tunnel (an innovation of Soviet Engineer Kornt), and the speed of the craft has been greatly increased by this innovation. The average speed of ordinary tugs was 15 kilometers per hour upstream and 18 downstream; tugs equipped with the new tunnel reach 20 kilometers per hour upstream and 24 - 25 downstream.

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